

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-22. (cancelled)

23. (new) A gearbox module comprising:
a gearbox input and at least one gearbox output;
a starting element coupled to the gearbox input
and being hydrodynamic, the starting element
having an input and an output that can be coupled
at least indirectly to the gearbox output;
a gearshifting device comprising at least two
inputs and one output connectable to the gearbox
output;
a first input of the gearshifting device
connected to the output of the starting element
and a second input of the gearshifting device
connected to the input of the starting element;
wherein each of the first and second inputs of
the gearshifting device can be selectively
connected via a synchronously shiftable coupling
to the output of the gearshifting device
producing a first power branch and a second power
branch, wherein the synchronously shiftable
coupling enables power to flow via the power
branches respectively alone or jointly in a

closed state.

- 24. (new) The gearbox module according to claim 23, wherein the output of the gearshifting device is connected via at least one rpm/torque converting device to the gearbox output in order to produce at least one gear step.
- 25. (new) The gearbox module according to claim 24, wherein the shifting elements of the rpm/torque converting device that can be actuated for producing the individual gear steps are designed as synchronously shiftable couplings.
- 26. (new) The gearbox module according to claim 23, wherein all switched gears are free of any power transmission subject to slip.
- 27. (new) The gearbox module according to claim 25, wherein the synchronously shiftable coupling is designed as a positively locking clutch.
- 28. (new) The gearbox module according to claim 25, wherein individual shiftable couplings are claw clutches.
- 29. (new) The gearbox module according to claim 23, wherein the two power branches are arranged at least partially parallel to each other and, over a portion, parallel to the starting element.
- 30. (new) The gearbox module according to claim 29, wherein the gearshifting device comprises two back gears,

a first back gear that can be connected to the output of the starting element in a rotationally fixed manner and a second back gear that can be connected to the input of the starting element in a rotationally fixed manner and that is free of any rotationally fixed coupling to the output of the starting element;

the first back gear and the second back gear are each connected via at least one back-gear shaft to a back gear that is connected to the output of the gearshifting device in a rotationally fixed manner;

the synchronously shiftable coupling of each power branch

is arranged here at one of the points (a)-(c):

(a) the connection of the first or second back gear to the output or the input of the starting element;

(b) the coupling of the first and/or second back gear to the respective back-gear shaft;

(c) the coupling of the back gear, connected to the output, to the respective back-gear shaft; the coupling of the back gear connected to the output.

31. (new) The gearbox module according to claim 30, wherein the back gear of the respective power branch coupled to the output of the gearshifting device can also be brought into connection with the back-gear shaft of the other respective power branch.

32. (new) The gearbox module according to claim 30, wherein the individual back gears are designed as spur gear steps.
33. (new) The gearbox module according to claim 30, wherein in the axial direction as viewed between the gearbox input and the gearbox output, the two back gears coupled to the output are spatially disposed behind the first and second back gears and the synchronously shiftable couplings associated with the individual power branches each serve for connecting the two back gears, connected to the output, to the back-gear shaft.
34. (new) The gearbox module according to claim 30, wherein the first and second back gears are arranged coaxially and parallel to each other in the axial direction.
35. (new) The gearbox module according to claim 34, wherein the back-gear shaft of one of the two power branches is a hollow shaft, through which the back-gear shaft of the other respective power branch is passed.
36. (new) The gearbox module according to claim 35, wherein two shiftable couplings of the two power branches are arranged coaxially to each other and each serve to connect the back-gear shafts to the back gears that can be coupled to the output of the gearshifting device.
37. (new) The gearbox module according to claim 35, wherein

in the axial direction, the second back gear is arranged behind the first back gear and the two back gears of each of the power branches that can be coupled to the output of the gearshifting device are arranged after the first and second back gears .

- 38. (new) The gearbox module according to claim 23, wherein between the gearbox input in the direction of power flow outside of the power branch and the output of the gearshifting device is a synchronously shiftable coupling that enables a direct through-drive between the gearbox input and the gearbox output.
- 39. (new) The gearbox module according to claim 24, wherein the gear ratios of the rpm/torque converting units arranged in the individual power branches are substantially equal.
- 40. (new) The gearbox module according to claim 24, wherein the gear ratios of the rpm/torque converting units arranged in the individual power branches are different.
- 41. (new) The gearbox module according to claim 24, wherein the rpm/torque converting device arranged after the gearshifting device is constructed in a back-gear design and is connected via the second back-gear shaft of the second power branch to the gearbox output with the formation of the output

of the gearshifting device.

- 42. (new) The gearbox module according to claim 23, wherein the hydrodynamic component is designed as a hydrodynamic clutch comprising a primary wheel and a secondary wheel, which is free of a guide wheel.
- 43. (new) The gearbox module according to claim 23, wherein the hydrodynamic component is constructed as a hydrodynamic rpm/torque converter.
- 44. (new) The gearbox module according to claim 42, wherein a braking device is operably connected with the output of the starting element and serves for holding in place the secondary wheel and makes possible a support of the primary wheel on it.